Volume 2, Number 3 Winter 1991

MUNITIMES

The Rebirth of the PCC

Old Streetcars to Return

Described by one consultant to Muni as the "greatest light rail car ever built," the PCC will be making a comeback at Muni within the next three years. As part of the continuing Market Street Transit Thoroughfare Project, plans call for the restoration of year-round streetcar service on Market Street by 1994, and that means that the old PCC cars will once again become a familiar sight in San Francisco.

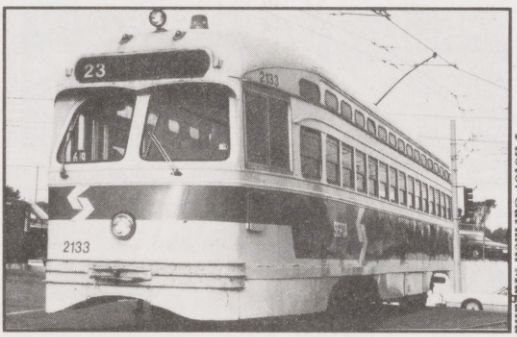

Photo: Carmen Magana

Philadelphia Car #2133

Muni gradually retired its fleet of 103 PCCs, which ran on the J, K, L, M and N lines, between 1980 and 1982, when the Boeing light rail vehicles went into service. Given the performance of the Boeing cars, many passengers and transit professionals will welcome the return of the PCCs with open arms.

Muni currently has 45 deteriorated PCCs in storage, but has opted to purchase 20 previously rehabilitated PCCs from SEPTA in Philadelphia at a cheaper price than what it would cost to fully rehabilitate 20 of our own cars. Some additional modifications will be made to the SEPTA cars to make

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Dear Rider,

These are uneasy times. We are at war in the Middle East, and here in the Bay Area, we have just entered our fifth year of drought. A year ago, we were fighting to recover from the October 1989 earthquake. Today, we find ourselves trying to cope with an unstable world, an uncertain economy and water shortages. That's why it's so important that the services we rely on daily, such as the public transportation provided by the Municipal Railway, remain constant and reliable.

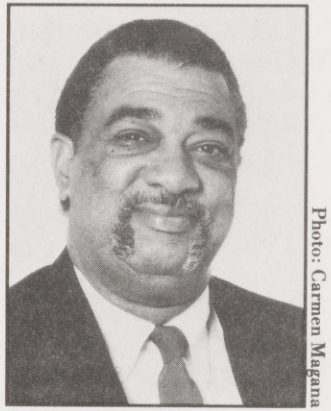


Photo: Carmen Magana

Johnny Stein

This winter 1991 issue of the *Muni Times* tells you about some of the things Muni is doing to ensure that no matter what else is happening in the world, you can still count on getting where you want to go. For example, you'll read about the return to Muni of one of the most sound streetcars ever built — the PCC. You'll also learn of the public information brochures Muni publishes to help you understand our transit system and get around San Francisco.

Following up on last issue's transit shelter vandalism story, we give you information on why we use glass in the shelters, and you'll also take a peek "Behind the Scenes" for a look at an employee whose innovations may help Muni understand and operate its cable car signal system better.

As the year progresses, we can only hope and pray that peace will come to the Middle East and rain will deluge the Bay Area. In the meantime, we'll continue to provide you with something you don't need to hope or pray for— good Muni service.

Sincerely,
Johnny Stein
General Manager

Letter to the Editor

Dear Muni,

Can Gannett make the glass reinforced (with wire) similar to the glass in schools, public buildings, jails etc.? With reinforced glass it'll be more difficult to break the glass.

Sincerely,
Gene Lee

Dear Gannett,

I suspect that the large plates of safety glass are actually "fun" to break, making an incredible noise and a pile of glass crystals. Why not use an acrylic such as Plexiglas or Lexan instead of glass. Plexiglas may scratch more easily, but it is more difficult to break and does not provide the same thrill as breaking glass.

Sincerely,
D. Karentz

Dear Gene Lee, D. Karentz and all of you who wrote suggestion letters,

Thank you for your letters. We have forwarded them to Gannett. In the meantime, Gannett informs us that they have looked into the possibility of using Lexan in the shelters but that even with the cost of replacing broken glass, Lexan proves to be more expensive. It is also easily scratched and burnt. Additionally, the large size of the shelter panels makes Lexan less rigid and weaker than glass. Gannett is putting Lexan into the ad panels of the shelters on a trial basis, however, and is looking into other solutions such as reinforced or tempered glass for the shelter walls. -ed.

Did You Know...

In Fiscal Year 1989-90, the last year for which figures are available, Muni had 236 million boardings. Of those, about 96,500,000 occurred on motor coaches, 86,300,000 were on trolley coaches, 40,200,000 were on light rail vehicles and streetcars and 11,500,000 were on the cable cars. This works out to be about 760,000 passengers carried by Muni on an average weekday.

Cable Car 16 Festival Wins Awards

Last spring, Muni's Community Affairs Department, in collaboration with Donald Blum Public Relations, held the Cable Car 16 Festival, attracting over 20,000 people, to celebrate the rebuilding of 99-year-old Cable Car 16 and to show the world that San Francisco had recovered from the earthquake of 1989.

At Muni's Annual Awards Reception, Donald Blum Public Relations announced that the Cable Car 16 Festival had won two awards: the Hotel Sales & Marketing Association International Golden Bell Award and the SF Bay Area Publicity Club Award for the "Best 1990 Special Events Program" in Northern California.

The Cable Car 16 Festival was chosen for the Golden Bell Award from 364 international entries!

Muni Goes Dutch

De Young exhibit starts in February

Great Dutch Paintings in America, an exhibit of 70 paintings from the Holland's "Golden Age" in the 1600's, began its exclusive American showing at the De Young Museum in Golden Gate Park on February 16th.

Major painters of the age represented in the exhibition are Rembrandt, Vermeer, Hals, Steen, de Hooch and Ruisdael, whose paintings include a range of styles from portraiture, to scenes of country and city life, to sensuous still lifes.

Take Muni's 44 O'Shaughnessy directly to the De Young in Golden Gate Park. Other Muni lines going near the De Young include the 5 Fulton, 21 Hayes, 71 Haight-Noriega and N Judah. Remember that if you have a Muni Passport, you can get a discount on admission to the museum.

1991 Muni Passport Available

Tourist Transit Pass a Hit

Muni's 1991 one and three day "Passports," offering SF tourists unlimited travel on all Muni passenger vehicles, are now on sale.

Photo: Kurt Wong

The 1991 Passports cost $6 for a one-day pass and $10 for a three-day pass. Passport holders can also receive discounts to a number of SF attractions. In fact, four new attractions have been added to the original list of 23. The SF Museum of Modern Art, the Eureka Theatre, the Lorraine Hansberry Theatre and the Magic Theatre have all agreed to honor the Muni Passport and give discounts on tickets, in addition to such other places as the SF Zoo, the Exploratorium, Coit Tower and the California Academy of Science, to mention a few.

Since Muni began the Passport program over 18 months ago, over 150,000 Passports have been sold, bringing in over $1 million in revenue. In addition, 143 hotels and motels have the brochure advertising the Passport in their lobbies and British Airways informs its passengers about the Passport before they land in San Francisco.

Passports can be purchased at Muni Headquarters at 949 Presidio Avenue, the Visitor Information Center at Hallidie Plaza at Powell and Market, the cable car turntable at the foot of Powell Street, the Holiday Inn Civic Center and the Cable Car Museum at Washington and Mason.

A Blast From the Past

On January 29, 1964 the cable car system was designated as the United States first moving National Historic Landmark.

Almost 20 years before in 1947, Friedel Klussmann led the fight to Save the Cable Cars when the City attempted to replace the "outmoded" cable car service with motor buses. Seventy-seven percent of the voters in the November 1947 general election voted to maintain full service on the Powell-Mason and Washington-Jackson lines.

On the Move

Service Changed on the 29-Sunset

On Saturday, January 5th, the following changes in service on the 29 Sunset east of Third Street went into effect:

From Fitzgerald at Keith, coaches now operate via Fitzgerald, right on Griffith, left on Gilman, right on Giants' Drive, right on Ingerson, right on Hawes and left on Gilman.

Additional stops have been added on Giants' Drive at Gilman, Ingerson at Griffith, Ingerson at Hawes and Hawes at Gilman. The rest of the line remains unchanged.

The 29 Sunset changes were approved by the SF Public Utilities Commission last summer following informational neighborhood meetings that were held earlier last year.

Rules of the Ride

Always have your pass or exact change ready. Muni's drivers and fare boxes do not accept paper money at this time except on Ball Park services. Remember, the fare is 85 cents for adults, 25 cents for youth ages 5-17, and 15 cents for seniors ages 65 and over, and the disabled.

Behind the Scenes

Wiley Tom - Signal Engineer

W.C. (Wiley) Tom is a signal engineer with Muni. Over the years, he had been bothered by inconsistencies within the cable car signal system. Using his own time and expense, he developed a model for a new cable car signal system that is now under consideration by the City for future implementation. Currently, when a cable car enters an intersection, the signal turns green and stays green until the cable

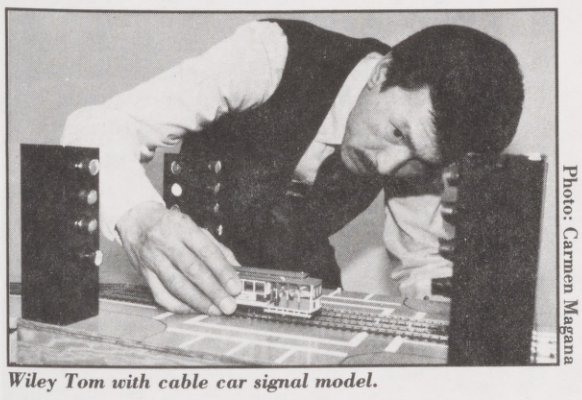


Photo: Carmen Magana

Wiley Tom with cable car signal model.

car leaves the intersection. The signal applies to vehicular traffic as well as to the cable cars, posing a potential risk to passengers who disembark from a cable car into an intersection with oncoming traffic. Under Tom's new system, the signal would turn green for a cable car entering an intersection, then it would change to a four-way red stop inhibiting other vehicles from entering the intersection while passengers were getting off the cable car. After a period of 30 seconds or so, the signal would then change to a four-way flashing red, allowing cars to proceed cautiously into the intersection and continue the flow of traffic with minimal delay. The new system would also incorporate some emergency features. In the event of a cable car rolling back into an intersection or a cable car running away, the signal would automatically turn green in the direction of the cable car's travel and red for cars traveling in the opposite direction. The proposed new system is under consideration by Muni, the Department of Public Works and the SF Traffic Department and a budget is being developed.

Muni Thanks Contributors

Annual Awards Reception Held

On January 9th, Muni held its Annual Awards Reception to honor over 170 employees who won awards during 1990. The event was also an opportunity for Muni to thank the many private businesses or people who have donated money or services to the Municipal Railway over the past year.

Photo: Cynthia Good

A generous contributor: The St. Francis Hotel.

In particular, under a new Special Recognition category, Pacific Telesis, Doris Kahn and Lee Knight were singled out for their unique contributions: Pacific Telesis donated $75,000 to Muni's Graffiti Prevention Program; Kahn, San Francisco's mayoral appointee to the Metropolitan Transportation Commission since 1977, has consistently been an advocate for Muni projects and especially those pertaining to the Elderly and Handicapped; and Knight, a former planner for the SF Public Utilities Commission, coordinated the massive Market Street Transit Thoroughfare Project, achieving a consensus from a diverse group of individuals, businesses and public agencies. He was also the principal staff person behind the development of the Proposition B 1/2 cent sales tax initiative approved by SF voters in 1989.

Other contributors also honored included the Westin St. Francis Hotel, the Cathedral Hill Hotel, the SF Hilton, the Fairmont, the Holiday Inn Union Square, Civic Center and Financial District, the Sir Francis Drake Hotel, the Stanford Court Hotel, Le Meridien Hotel, the Four Seasons Clift, Transportation Displays Inc., Gannett Shelter Posters, Mariposa Press, the Gray Line, Hornblower Dining Yachts, Houlihan's, the Golden Gate Restaurant Association, the Mark Reuben Gallery, KBLX Radio, the SF Municipal Railway Employees Federal Credit Union, the SF Muni Shopmen's Credit Union, Transport Workers' Union Local 200, Transport Workers Union Local 250 A, and La Grone's Insurance.

Thank you to all the employees and contributors whose generous work and/or donations helped Muni in 1990.

Happy Birthday Hyde Cable Car Line

Another SF centennial

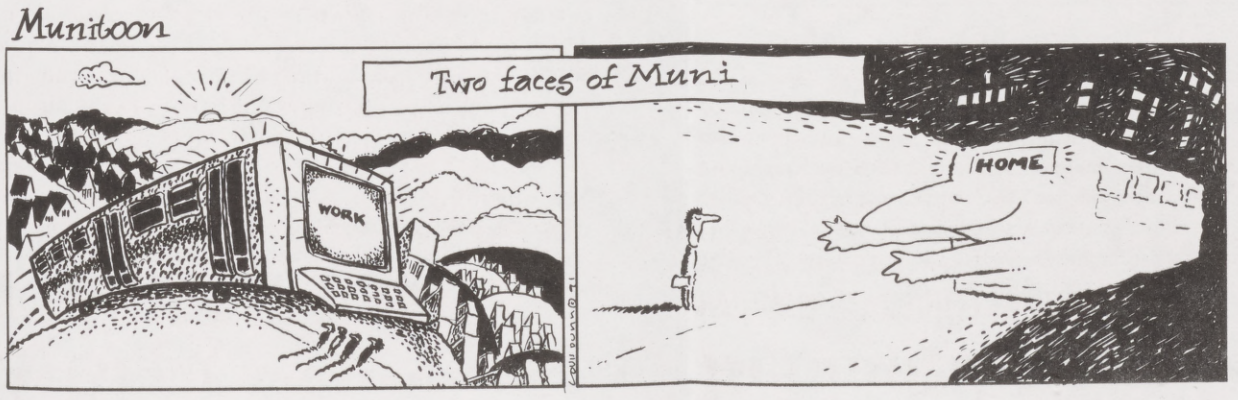
The section of the Powell-Hyde cable car line that travels from Washington and Hyde down the Hyde Street hill to Fisherman's Wharf was 100 years old on February 9th.

Service on Hyde Street was originally operated by the California Street Cable Railroad (CSCRR), and started as part of the O'Farrell, Jones and Hyde line, which ran on O'Farrell, Jones, Pine and Hyde Streets. This line and the CSCRR's Jones Street Shuttle, which traveled on Jones between O'Farrell and Market, were the last entirely new cable car lines built in the City.

Photo: Kurt Wong

Hyde Street cable car line.

The City acquired CSCRR's assets in 1952 after the company went bankrupt. In February and May of 1954 respectively, service was discontinued on both the Jones Street Shuttle and the O'Farrell, Jones and Hyde line. In June of that same year, voters approved the creation of the present-day three-line cable car service — the Powell-Hyde, Powell-Mason and California lines. Parts of the Washington-Jackson and O'Farrell, Jones and Hyde lines were combined into the new Powell-Hyde line.



Muni Guides You Through the City

New brochures available

As part of its continuing effort to inform passengers, Muni has just updated and republished three information brochures: *Tours of Discovery*, *The Muni Guide* and *The Cable Car Guide*.

Tours of Discovery is of particular interest to tourists, offering eight tours, all on Muni routes, that can be made in about one- and- a- half hours each. The eight trips include North Beach and the Presidio, Downtown to the Pacific Ocean, By the Bay and Over Nob Hill, Cable Cars and a Stroll Through Fisherman's Wharf, Westward to the Zoo, City View Tour, Parks and Palaces, and Around Twin Peaks. Also included is a Points of Interest section to match your personal interests to the city's offerings.

The Muni Guide describes the Muni system in detail, offering riding tips, fare and pass information, vehicle descriptions, regional transit connections and other pertinent information. *The Cable Car Guide* tells you how to ride the cable cars, how to transfer to other Muni vehicles and information about all three cable car lines.

For information about the Municipal Railway and how to get around San Francisco, you can't beat these informative brochures. Get yours today. Brochures are available from Muni Headquarters at 949 Presidio Avenue, Room 238; the City Hall Information Booth; and the Visitors Information Center at the Powell Street Muni Metro/BART station.

Credits

MUNI TIMES is published by the Community Affairs Department of the Municipal Railway for the passengers of Muni. Comments and suggestions may be sent to:

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PCC *continued from front panel*

them compatible with our own system. Once track is restored on upper Market Street from Duboce to Castro, and reconstructed from 11th Street to Duboce — all of which is scheduled to be done by late 1993 — revenue service can start in 1994 on the new F Market line between Castro and the Transbay Terminal. Plans call for the extension of the F line track from Fremont to the Embarcadero and along the Embarcadero to Fisherman's Wharf by late 1996, although that schedule depends on the schedule for the Embarcadero Roadway project.

Operating plans require at least 12 PCC cars running on the F line, to replace the 8 Market trolley buses. Although the PCCs are historic cars, they will be considered part of Muni's regular revenue fleet, not part of the Historic Trolley Festival.

According to Muni's Chief Equipment Engineer, Bob Highfill, "This is a fascinating project. There is overwhelming emotional sentiment about these cars in the transit industry. They're reliable, dependable and simple. Rebuilders and consultants want to be in on this project and other cities are calling us wanting to do the same thing."

The F line PCCs may turn out to be as big a draw as the cable cars. Plans are for each car to be painted in different color schemes, reminiscent of the cities that used to run PCCs once upon a time. Staffers Duncan Watry and Nicolas Finck have undertaken the monumental task of researching color schemes from museums, libraries and transit companies in such cities as Cleveland, Cincinnati, Kansas City, Philadelphia and Louisville. There may be a maroon, silver, cream and green car representative of Philadelphia, for example; a cream, tan, and brown scheme from Cleveland; or a black, cream and green car from Louisville. And passengers may ride the cable cars in one direction and then take the PCCs in the other direction when they run to Fisherman's Wharf.

What does PCC stand for, by the way? It's an abbreviation for Electric Railway Presidents' Conference Committee. The first car was built in 1936 as an attempt by transit companies to come up with an improved and standardized streetcar to reverse the decline in transit use that began in the late 1920s. To use a phrase that is rapidly becoming a cliche, Muni is jumping "back to the future," with a car that was used and now will continue to be used longer than any transit vehicle except perhaps for the cable car.